

BRONZE CANDELABRUM, VENICE.

THIS elaborate candelabrum forms the candlestick for the great Easter candle in the church of the *Salute*, and must certainly be reckoned among the finest works of the kind in Italy. It is remarkable that the artist who executed it is one who is not otherwise known, but he has fortunately recorded his name on this work as Andrea di Alessandro, Brescia. It is probable that he was a pupil of Alessandro Vittoria, who was employed in decorating this church, and from whom, according to the frequent custom, he may have taken the name Alessandro: this would fix the date of the work about the middle of the sixteenth century. The style of it confirms this supposition, on comparison with similar works by Vittoria. The numerous figures introduced into the composition are a mixture of sacred and profane,—the former, though at a small scale, occupying the prominent positions; the latter introduced more decoratively. The total height of the candelabrum is about 9 feet, including the pedestal of black marble on which it is placed: it stands in the usual position on the left-hand side of the high altar. It is, perhaps, hardly necessary to mention that the plan is triangular. C. F.

CONSTRUCTION OF ROADS.

OBJECTIONS TO MACADAMIZED ROADS.

IN the paper on "the Superiority of Macadamized Roads for the Streets of Towns," which was read at the last meeting of the British Association, held at Birmingham,* the arguments deduced, and the deductions drawn therefrom, are of so erroneous a nature, that I desire to offer a few observations in reply to them.

It is my intention before venturing to record the results of my own experience upon the subject, extending over a period of upwards of twenty years, to draw your attention to the opinions of the most eminent practical men who have thoroughly investigated the matter, and whose opinions, as you will observe, are at direct variance with the theory laid down, and endeavoured to be established in the paper in question.

First of all, I will take the opinion of Telford, a man who rose from a very humble rank to the head of his profession, and who earned an European reputation as much from his talents as a road engineer, as from his professional connection with the greater part of the most important engineering works of this country in his day. It is generally admitted that Telford brought the art (if I may so term it) of road making to the highest state of perfection, and the sound principles he advocated, and the rules he laid down, continued to be acted upon with very great advantage, even in the present day, in many parts of the country. In his report of the street pavements of the parish of St. George, Hanover-square, he says, "Sundry modes have been proposed to get rid of the imperfect carriage-way pavement of the metropolis. One of the boldest of these projects has not only been proposed, but actually, to a certain extent, put in practice, by making a total change from a pavement surface to that of small broken stones.

This radical change appearing to me to require all the judgement and experience which can be brought to bear upon it, I have not only exerted myself personally to acquire information, but have submitted the subject to repeated discussions, at sittings of the Civil Engineers' Institution, which were numerously attended by many of the ablest and most experienced engineers and surveyors, not only of the metropolis, but of various parts of the country. The result of these able and very candid discussions, was a unanimous resolution, that a granite pavement, of proper form and depth, laid on a sound bottom, is preferable to any other mode for carriage ways for the metropolis and other large cities, in order to form a body of strength adequate to bear the pressure and shocks of innumerable carriages, many of them conveying several tons.

The chief objections to small broken stones were as follows:—That they cannot resist the pressure caused by a very great intercourse,

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being liable to be thereby crushed and ground into dust, easily converted into mud; that this hasty and continual destruction and renewal would, in a great city, prove intolerably troublesome and expensive; while the dust in dry weather, and the mud in wet, would greatly incommode the intercourse in the streets and amongst private dwellings and public shops. Cases were instanced where absolute nuisances

had been created by employing broken stones; and that it was well known that, in some large cities, the want of pavements led to accumulations of filth, very injurious to the health of the inhabitants. It was observed, as a constant and abundant supply of broken stones would be required for repairs always hastily performed while the streets were empty, that receptacles, such as made in country roads,

* See THE BUILDER, vol. vii., p. 461.